

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on July 20, 2016 at 9:00 a.m. in the First Floor Conference Room, 220 S. Main Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

Moe Davenport	Chairman, DAC
Robin Wales for Bill Snyder	Volunteer Fire and EMS
Robin Wales	Department of Emergency Services
Patrick Jones	Soil Conservation District
Len Walinski	Harford County Health Department
Darryl Ivins	DPW Water and Sewer
Mike Rist	DPW Engineering
Sgt. Kevin Taylor	Sheriff's Office
Rich Zeller	State Highway Administration
Jennifer Wilson	Planner, Development Review
Eric Vacek	Planner, Development Review

Also in attendance were:

Lou Schaffer, Frederick Ward Associates
Steve Eichler, Richardson Engineering
David Taylor, David G. Taylor & Associates
Mike Pons
Ellen Pons
Tim Miller
Dan Cudone
Sue Meadows
Buddy Meadows
Sule Qazi
Mike Euler
Jack Whisted

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. He explained there are four plans on the agenda. Mr. Davenport explained that a brief presentation will be given by the consultant for the project. The DAC members will give their comments on the project. The meeting will then be opened up for anyone in attendance that may have questions or comments. If anyone has questions that are not answered, there are information request forms that can be filled out and submitted to the Department of Planning and Zoning and they will be responded to in writing. There is an attendance sheet circulating for everyone to sign. If a correct address is given, a copy of the minutes will be mailed or e-mailed. The minutes are recorded and will also be published to the Department of Planning and Zoning's website.

ROYAL FARMS STORE #77 - PRELIMINARY

Located on the east side of Veterans Memorial Highway (Route 24); south side of Philadelphia Road (Route 7). Tax Map 61. Parcels 201, 240 & 261. First Election District. Council District F. BOA 5855 & 184. Planner Eric.

Plan No.	P362-2016	Consolidate Lands of Enfield and Meadows into one parcel and then re-subdivide parcel into 2 lots w/access easement/6.14 acres/GI, CI.
Received	04-20-16	Royal Farms Stores/Meadows Meschack, Jr./Enfield Realty Inc./ Frederick Ward Associates

ROYAL FARMS STORE #77 – LOT 1 - SITE

Located on the east side of Veterans Memorial Highway (Route 24); south side of Philadelphia Road (Route 7). Tax Map 61. Parcels 201, 240 & 261. First Election District. Council District F. BOA 5855 & 184. Planner Eric.

Plan No.	S364-2016	Re-development of 5,371 sf Royal Farms Store w/5,280 & 1,392 gas canopies & 1,388 sf Car Wash/3.114 acres/GI, CI.
Received	04-20-16	Royal Farms Stores/Meadows Meschack, Jr./Enfield Realty Inc./ Frederick Ward Associates

Verbatim Transcript

Lou Schaffer with Frederick Ward Associates presented the plan:

Good Morning everyone. My name is Lou Schaffer and I am with Frederick Ward Associates. We are here representing Royal Farms who is represented by Jack Whisted as their development manager for this project. As everyone know at the intersection of 24 and Rt 7 there is an existing Royal Farms Store and that store is going to be demolished and replaced completely. This project consists of multiple parcels of land that are owned by Lands of Meschack Jr. and Ellie Meadows. On this property; and this property where Royal Farms currently owns all of this property and they are under a contract for purchase. This project entails the redevelopment of the site providing 3 diesel pumps over on this area with underground tanks a 5371 sq. ft. Royal Farms Store with multi product gasoline pumps here with fuel tanks as well as a car wash.

This project was subject to a Board of Appeals Case number 184 in which the applicant request pursuant to a 267 12A of the Harford County code to rezone .697 acres from R2 to CI (Commercial Industrial) and that is this area that is cross hatched on this plan. And, the purpose for that was to be able to put the parking/commercial use on this property. The conditions of the case; was that the applicant shall submit a site plan and preliminary plan; which we have. All necessary County, State and Federal permits will be obtained and the applicant shall comply to temporary access to other properties that utilize existing Norris Road back here; there are some other properties and residential uses over hear which we must maintain access for.

Also, there was a private agreement between the Harris family that Royal Farms agreed to and those conditions are as follows: The applicant shall install a pedestrian sidewalk from the rear property line of parcel 261 all the way down to Route 7 with a bus pad for school children. The applicant shall install a 6 foot tall PVC property fence between their property and parcel 329 which we have shown. And, the applicant shall taper the private drive to the end of the improvements to Norris Lane which will be constructed as required. We recognize, obviously, as we go through the development process of this project that we will need to provide proper Stormwater Management for the site and erosion sediment control. State Highway access permits for some improvements. What we are proposing here is to line these improvements up with the improvements in front of the William Paca Business Park. The property is not within the Chesapeake Bay Critical area and there are not any flood plains on site. We will obviously get the commercial applications as necessary for water and sewer and any other County and State permits that are required.

Robin Wales for Bill Snyder – Volunteer Fire and EMS

No comment for the Preliminary Plan.

Robin Wales for Bill Snyder – Volunteer Fire and EMS

For the Site Plan: Recommend the usage of non-combustible landscaping directly next to the buildings. Traditional, wooden-mulch increases likelihood of nuisance fire from outdoor smoking.

Robin Wales – Department of Emergency Services

On the preliminary plan, lot #1 can remain #2603 Philadelphia Rd (MD 7). Now, my understanding is Norris Road is going to become a Harford County public road.

Moe Davenport – It appears that way.

Robin Wales – I heard him say private.

Lou Schaffer – Well I think it is. It is going to be built to public standards but it is going to remain private.

Robin Wales - Lot 2 however will be addressed #1304 Norris Rd. When Norris Rd becomes a Harford County public maintained road, #2609 & #2615 Philadelphia RD (MD 7) must change their addresses to a Norris Road address due to public safety purposes. These addresses will work if displayed properly, available, and approved by planning & zoning.

Robin Wales – Department of Emergency Services

On the site plan -

If the facility maintains in inventory a hazardous material in amounts over 10,000 lbs. or the Threshold Planning Quantity of 500 lbs. of an extremely hazardous substance, they must submit reports as required by the Emergency Planning and Community Right to Know Act (EPCRA). Reports are due by March 1st and cover the inventory for the previous year. Federal requirements for retail service stations are 75,000 gallons of gasoline, 100,000 gallons of diesel fuel, and 10,000 lbs. of propane or LNG (Liquid Nitrate Gas). If the retail service stations exceed that amount then they must report to the State, LEPC and the Local Volunteer Fire Department which will be Abingdon Volunteer Fire Company. Reports for the Local Emergency Planning Committee should be sent to Harford County Local Emergency Planning Committee attn: Forney Buchanan (SARA Title III Coordinator) 2220 Ady Road Forest Hill, MD 21050.

The proposed buildings must display 8" – "10/10" – 12" address numbers and letters. The addresses must be clearly visible from Philadelphia Rd (MD 7).

Patrick Jones – Soil Conservation District

Concept SWM plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase.

We recommend, as per the new 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control Manual that in a Tier II watershed additional level of controls may be needed and Tier II buffers are utilized for this site.

A NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Attached is information pertaining to the fee system for the review of sediment and erosion control plans. Please contact Bill Tharpe, 410.838.6181 x3, with questions about this information. This fee will be collected prior to the review of the site development plan.

Len Walinski – Harford County Health Department

The Harford County Health Department has extended its approval for the above-referenced site plan. This plan proposes the re-development of 5,371 sq. ft. Royal Farms Store with fuel pumps and a car wash. The site is serviced by public water and sewer.

This office has the following comments regarding this project:

1. The Harford County Health Department must review and approve all food service and building plans prior to issuance of the building permit and a food service package must be provided. To request a food service facility review package, the owner or his agent should contact Mrs. Lisa Kalama at 410.877.2332. If the plan is recognized as a prototype plan, review will be required by the Department of Health and Mental Hygiene (DHMH), Division of Food Control. If there are any questions regarding this review, please contact Ms. Gwendolyn John at 410.767.8412.
2. If the facility will operate a boiler or other fuel burning equipment including charbroiler, a permit to construct is required from the Maryland Department of the Environment (MDE). It is incumbent upon the owner to secure any permits. The Air Quality Program at MDE can be reached at 410.537.3230.
3. A certified Underground Storage Tank (UST) installer must be used to install the fuel storage tanks and register the installation with Maryland Department of the Environment, Oil Control Program. A permit may be required from Maryland Department of the Environment, Air and Radiation Administration to construct and operate the vapor recovery system. A permit to operate is required from MDE to put the facility into service.
4. If monitoring wells are found on site, their locations must be indicated on a site plan to this office. The monitoring wells must remain undisturbed and protected during construction unless written authorization is received from MDE. If no monitoring wells are on the site, the consultant must provide a signed letter to this office stating such.
5. The underground fuel storage tanks must be removed. Permits will be required from the Maryland Department of the Environment (MDE) for the removal of the underground fuel storage tanks. Please contact Mrs. Jeannette DeBartolomeo at MDE's Oil Control Program at 410.537.3427. Please provide documentation indicating the removal of the tanks.
6. Any buildings listed to be razed will require a demolition permit that is secured through the Department of Planning and Zoning. All aspects of the demolition work must be reviewed, approved, and completed to the satisfaction of the Health Department. This includes but is not limited to the abandonment of any wells and septic systems, the management of asbestos, hazardous materials, and solid wastes, and the removal of underground storage tanks. All documentation concerning the demolition work must be forwarded to this office. If there are any questions concerning the demolition work

**Development Advisory Committee
Minutes, July 20, 2016
Page 6 of 35**

please contact Mr. Joe DeLizia of the Health Department's Air/Waste Division at 410.877.2335.

7. Additional comments from this office will be provided at the time of the building permit or tenant/occupancy permit. It is the responsibility of the owner/operator to be aware of any regulatory requirements for the proposed use and for obtaining appropriate permits.
8. The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

Darryl Ivins – DPW Water & Sewer

Preliminary Plan: New Series Required: Yes ☒ No ☐

If another series of this plan is submitted, then the Division of Water and Sewer would like an opportunity to comment on that series.

The Division of Water and Sewer has evaluated the proposed water and sewer utilities on this plan and has determined that if the approval conditions are complied with, the adequacy standards of the County Code will be met.

Water	X adequate	<input type="checkbox"/> inadequate
Sewer	X adequate	<input type="checkbox"/> inadequate

A new series of this plan is required to address the following comments, concerns and/or requirements of the Department of Public Works, Division of Water and Sewer, on the above described project:

Proposed Lot 2 may not utilize the existing sewer force main which was designed to serve a single lot. The original design was configured to serve two uses on a single lot. It was not designed to allow the subdivision of the property. When the initial development of this site was reviewed, an 8-inch gravity sewer which would cross Route 24 was proposed. At the owner's request, sewer service to the property was converted to a grinder pump with a force main. Show how Lot 2 will obtain public sewer service.

The existing water service must be abandoned at the main as part of the utility work for this project.

Development Advisory Committee
Minutes, July 20, 2016
Page 7 of 35

The proposed water meter vault shall be moved to a location just east of the relocated BGE pole, outside of the SHA right of way. The preferred configuration of the vault is parallel to U.S. Route 7. Adjust any proposed landscaping as necessary.

The proposed water service for Lot 2 in the proposed public right of way shall be a public water main. The main shall be 12" in diameter to be able to provide 2500 gallons per minute fire flow to Commercial/Industrial zoned property. The main shall be extended ten feet beyond the limits of the proposed paving. A fire hydrant shall be placed adjacent to the rear entrance into the Royal Farms Store. Do not install a service tom Lot 2 at this time since the size of the service is unknown.

The public water main construction drawings must be approved before a plat for the proposed subdivision may be recorded.

On the Site Plan: New Series Required: Yes ☒ No ☐

If another series of this plan is submitted, then the Division of Water and Sewer would like an opportunity to comment on that series.

The Division of Water and Sewer has evaluated the proposed water and sewer utilities on this plan and has determined that if the approval conditions are complied with, the adequacy standards of the County Code will be met.

Water	<input checked="" type="checkbox"/> adequate	<input type="checkbox"/> inadequate
Sewer	<input checked="" type="checkbox"/> adequate	<input type="checkbox"/> inadequate

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Development Advisory Committee
Minutes, July 20, 2016
Page 8 of 35

Farms Store. Do not install a service tom Lot 2 at this time since the size of the service is unknown.

The public water main construction drawings must be approved before a plat for the proposed subdivision may be recorded.

Proposed Lot 2 may not utilize the existing sewer force main which was designed to serve a single lot. The original design was configured to serve two uses on a single lot. It was not designed to allow the subdivision of the property. When the initial development of this site was reviewed, an 8-inch gravity sewer which would cross Route 24 was proposed. At the owner's request, service to the property was converted to a grinder pump with a force main. Show how Lot 2 will obtain public sewer service.

The Commercial Service Application Number 19887 must be added to the title block of the site plan submitted with the Application for approval.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

Lou Schaffer – We will get together next week to go over those comments.

Mike Rist – DPW Engineering

NEW SERIES REQUIRED – YES

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater Management must be provided for this site in accordance with the 2000 Design Manual as amended by Supplement 1.
3. A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval. Comments must be addressed on subsequent stormwater plan submittals.
4. A maintenance inspection shall be conducted for the pond providing stormwater management for the site. Any items listed on the inspection report shall be completed as a condition of the grading permit for the site.
5. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
6. Maintenance of the existing stormwater management quantity facility (facilities) is (are) the responsibility of the lot owner(s) and shall be stipulated in the association documents.
7. Stormwater management practices designed for and located on individual lots are the maintenance responsibility of the owner.
8. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.
9. An access shall be provided from Lot 1 to the existing Stormwater Management Pond on Proposed Lot 2.
10. Stormwater Management Easements shall be provided for the storm drains and ditches necessary to convey flow from Lot 1 to the existing Stormwater Facility.
11. Norris Road is privately owned and maintained. If it is ever intended to become a publicly maintained roadway it will need to meet the standards for a Business District Road on a 60' R/W.

**Development Advisory Committee
Minutes, July 20, 2016
Page 10 of 35**

12. The northerly entrance onto Norris Road shall be located further away from Rte. 7 to ensure truck traffic exiting the site does not block traffic entering Norris Road from Rte. 7.
13. A traffic impact analysis was submitted for the following intersections:
 - MD 24 @ I-95 Northbound Ramps
 - MD 24 @ MD 7
 - MD 24 @ Edgewood Road
 - MD 24 @ US 40 Ramps
 - MD 7 @ Edgewood Road
 - MD 7 @ Abingdon Road
 - MD 7 @ MD 136
 - US 40 @ Abingdon Road/Otter Point Road
 - Abingdon Road @ Laurel Bush Road
 - MD 7 @ Site Accesses B & C

Sgt Kevin Taylor – Sheriff's Office

No Comment.

Rich Zeller – State Highway Administration

The preliminary plan proposes dedication of this property frontage on MD 7 for road improvements. The SHA requires that any right-of-way or easement donation (dedication) be platted to SHA standards. These standards may be found at <http://www.roads.maryland.gov>; - Business Center; - Surveyors Center; then follow the link to Developer Donation Plat Standards. Please contact Ms. Jane Heming, Chief, Records & Research Section, Office of Real Estate at 410-545-2829 or jheming@sha.state.md.us for existing right-of-way information. Note that any plats produced for the SHA shall be on NAD83/91 datum. Please contact Mr. Dan Sain, Assistant Division Chief, Plats and Surveys Division at 410-545-8961 or dsain@sha.state.md.us for SHA-GPS control location and information. All plats must be submitted in hard copy format for review, checking and final issuance. All subdivision plats that will be showing donated area must be approved by PSD prior to recordation at the County level.

The first plat submission must be two (2) copies of the plat reflecting the proposed dedication of property frontage and easements, and a CD of the plat to be sent to the District 4 Access Management Office directly to Ms. Wendy Wolcott, at 320 West Warren Road, Hunt Valley, MD 21030 to the attention of Mr. Richard Zeller. Subsequent plat submissions shall be made directly to the Plats and Surveys Division. Please contact Mr. Jeff Bonnerwith, Assistant Division Chief, Plats and Surveys Division at 410-545-8950 or JBonnerwith@sha.state.md.us for additional information about the Donation Plat review process. Additionally, contact Mr. Lee Lambert, Chief, District 4 Right-of-Way at 410-229-2401 or by email LLambert@sha.state.md.us for

information about the Donation Deed requirements and procedures. Please utilize the above SHA tracking number when making this submission.

The SHA has no objection to preliminary plan approval. The above SHA dedication process must be completed prior to the issuance of the access permit.

If there are any questions, please contact Mr. Richard Zeller at 410-229-2332, or toll free (in Maryland only) at 1-866-998-0367 (x2332), or via email at rzeller@sha.state.md.us

Site Plan -

On March 28, 2016 the SHA approved the Traffic Impact Study submitted for this development stating that widening must be provided along the property frontage on MD 7 to allow for a five (5) foot shoulder plus a 1' gutter pan. An Access Permit will be required for this widening and the proposed entrance re-construction on MD 7.

To initiate the plan review cycle toward the issuance of this Access Permit the design engineer must submit nine (9) sets of plans reflecting the widening and proposed entrance re-construction, 1 set of hydraulic computations, and a CD containing plans and all supporting documentation to District 4 Access Management, 320 West Warren Road, Hunt Valley, MD 21030 to the attention of Mr. Richard Zeller. Please utilize the SHA tracking number when making this submission.

All SHA Policies, Standards and Specifications must be followed when preparing the above plan submittal including but not limited to the following documents:

SHA Access Manual
SHA Business Standards and Specifications
SHA Bicycle Policy and Design Guidelines

The Access Management Plan Review Checklist must be utilized in drafting the SHA Improvement Plans. Please include a copy of the completed checklist when making this submittal. All of these documents along with additional guidance can be found on our web site at www.roads.maryland.gov under Business Center.

The SHA has no objection to site plan approval subject to the plans being revised to reflect the SHA widening and entrance criteria to be permitted for this development on MD 7.

Eric Vacek – Planner

1. This plan proposes to reconfigure three (3) existing parcels of record into two (2) recorded lots. Proposed Lot 1 shall total 3.114+/- acres. Proposed Lot 2 shall total 4.011+/- acres. This property is zoned CI (Commercial Industrial) and GI (General Industrial). The Preliminary plan must be revised to show the correct zoning designation(s) and delineate the proposed lot lines and acreage totals.
2. The plan further proposes to construct a 5,371 square foot Royal Farms Store, a 1,388 square foot car wash and two (2) pump canopies on proposed Lot 1. Parking spaces over 130% shall be constructed of a permeable material. The individual lots shall be recorded prior to building permit application.
3. A community input meeting (C.I.M.) was held on May 31, 2016. Meeting minutes were forwarded to the Department of Planning and Zoning for addition to the project file.
4. This plan is subject to the terms and conditions noted in Board of Appeals Case Number(s) 184 and 5855.
5. The plan shall clarify the public road right-of-way/parcel extending toward proposed Lot 2. Minimum building set-back lines shall be shown on a plan for proposed Lot 2.
6. A Traffic Impact Analysis (TIA) was submitted to the Department of Planning and Zoning. Questions may be directed to Mr. Alex Rawls of the Department of Planning and Zoning.
7. A Landscaping and Lighting plan (L365-2016-1) was submitted for review by the Department of Planning and Zoning. The Department of Planning and Zoning shall require a revised Landscaping plan delineating foundation plantings around the perimeter of the proposed Royal Farms building located on Lot 1.
8. A Forest Stand Delineation has been approved by the Department of Planning and Zoning. A Forest Conservation Plan (FCP363-2016-1) has been submitted to the Department of Planning and Zoning. The plan is currently under review. A total of 0.971 acres of reforestation shall be required for this project.
9. All buildings to be razed will require that all applicable demolition permits be obtained from the Department of Planning and Zoning and Harford County Health Department. Any existing structures that create a non-conforming configuration shall be demolished prior to final plat approval.

10. If relocated, all proposed signage shall conform to the current Sign Code and will require permits from the Department of Planning and Zoning. One way drive aisles shall be clearly marked with appropriate signage. Freestanding signs will not be permitted for future uses. Signs shall not be placed within the County or SHA right-of-way.
11. All appropriate cross easements for ingress and egress shall be clearly delineated on the final plat. The final plat shall be recorded in the Harford County Land Records prior to building permit application for any of the lots. All appropriate cross easements for ingress and egress shall be delineated on the final plat.

New plan series are required.

Eric Vacek - Lou, are you going to modifying the Forest Conservation plan 396.

Lou Schaffer – Yes.

Eric Vacek – Than we will need that submission as well prior to my approval. Thank you.

Moe Davenport – There was a school bus pull off on the Board of Appeals.

Lou Schaffer – Right, it is right there in front of the William Paca Property.

Moe Davenport - Are you aware of that Rich?

Rich Zeller – I think the proposed shelter may be an issue with the district traffic guys. I'm not positive about that but it can be part of what we do for the access permit.

Lou Schaffer – I'm not sure that it is a bus shelter; it say's in the agreement a concrete pad for students to stand on. That will be a determination as we move forward.

Moe Davenport – Please integrate that with whatever permits you need from the state for the bus pull-off.

Are there any additional questions or comments from DAC members?

Public Comments – There were no public comments.

EXPRESS CARE

Located on the west side of Rock Spring Road (Route 24); south of Rock Spring Church Road. Tax Map 40; Parcel 178. Third Election District. Council District C. Planner Jennifer.

Plan No. S367-2016-2 Construct 1 story 6,420 sf Medical Office Bldg/1,920 sf Fast Food Restaurant./0.769 acres/B2.

Received 06-15-16 Forest Hill Urgent Care, LLC/Richardson Engineering, LLC.

Steve Eichler with Richardson Engineering, LLC presented the plan:

Good Morning, My name is Steve Eichler with Richardson Engineering and I am here representing Forest Hill Urgent Care. We have a project for 2006 Rock Spring Road. It is .77 acres. Zoned B2 and it is an existing vacant bank which is going to be raised to construct a 6420 sq. ft. building that will be utilized in full purpose for a medical office building and a restaurant. We have been through the CIM and DAC process previously and a change was made to add a restaurant and that is why we are here today. Approval has been granted for the stormwater management. That is about it.

Robin Wales for Bill Snyder – Volunteer Fire and EMS

Recommend the usage of non-combustible landscaping directly next to the buildings. Traditional, wooden-mulch increases likelihood of nuisance fires from outdoor smoking.

Buildings with an automatic sprinkler system or a supervised, automatic fire detection system, shall have a Knox Box which must be installed per NFPA1, Part III, 3-6. It shall be keyed for the Bel Air Fire Company: 410.638.4401.

Due to the amount of EMS calls generated at the Festival & Fountain Green Express Care locations, it is recommended that there be a designated ambulance-only load/unload area. This area would be free of both citizen and employee parking. It is also recommended that this area be a covered area. Please contact EMS Chief, Mike Fields (410.638.4400) for requested dimensions.

Robin Wales – Department of Emergency Services

The proposed medical building will remain #2006 Rock Spring Rd (MD 24) & the Fast Food Restaurant will be addressed #2004 Rock Spring Rd (MD 24). These addresses will work if displayed properly, available, and approved by planning & zoning.

Please advise if the facility will have Closed Circuit Television (CCTV) Cameras. If so, please comment on Emergency Service's ability to access the camera feeds or provide a point of contact to comment on this matter.

Emergency Services must have a list of 3 (three) emergency contacts for notification, response, and securing purposes if the facility is not open 24-7.

Patrick Jones – Soil Conservation District

Concept SWM plans have been submitted and reviewed.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized.

A NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Attached is information pertaining to the fee system for the review of sediment and erosion control plans. Please contact Bill Tharpe, 410-838-6181 x3, with question about this information. This fee will be collected prior to the review of the site development plan.

And, I just have a curious question. Where is the restaurant? I just see a one building on the site.

Steve Eichler – Well it is contained in the same building. It will be a carved out 2,000 sq. ft. out in the upper, as you are in the road facing the building it would be the front left hand side. And, that is where the drive thru will be coming thru.

Patrick Jones – Ok, thank you.

Steve Eichler – I have one other comment. Just behind that site is a water tower and access to that will be maintained.

Moe Davenport – Thanks, Steve.

Len Walinski – Harford County Health Department

The Harford County Health Department has extended its approval for the above-referenced site plan. The plan proposes to construct a one (1) story 6,420 sq. ft. medical office building and 1,920 sq. ft. fast food restaurant. The site will be serviced by public water and sewer.

This office has the following comments regarding this project:

1. Medical offices typically require certain permits and registrations from the Maryland Department of the Environment. If the office/commercial building is occupied by dental/medical offices, certain permits and registrations may be required from the Maryland Department of the Environment (MDE).
 - a. Facilities that generate medical waste require that the facility choose a licensed medical waste hauler and that the waste hauler obtain an EPA identification number for that particular facility. If there are any questions regarding the EPA identification number, the facility should contact the MDE Hazardous Waste Program at 410.537.3356.
 - b. Facilities that conduct X-rays are required by MDE Air and Radiation Management Administration to be registered. If there are any questions regarding this registration, the facility should contact the Radiological Health Program at 410.537.3193.
2. Buildings listed to be razed will require a demolition permit that is secured through the Department of Planning & Zoning. All aspects of the demolition work must be reviewed, approved, and completed to the satisfaction of the Health Department prior to approval of the building permit to construct. This includes, but is not limited to, the abandonment of any wells and septic systems, the management of asbestos, hazardous materials, and solid wastes, and the removal of underground storage tanks. All documentation concerning the demolition work must be forwarded to this office. If there are any questions concerning the demolition work, please contact Mr. Joe DeLizia or Mr. Rich Gordon of the Health Department's Air/Waste Division. They can be reached at 410.877.2335 or 410.877.2326.
3. The Health Department must review and approve all food service and building plans prior to issuance of the building permit, and a food service package must be completed. To request a food service facility review package, the owner or his/her agent should contact Mrs. Lisa Kalama at 410.877.2332. If the plan is recognized as a prototype plan, review will be required by the Department of Health and Mental Hygiene (DHMH), Division of Food Control. If there are any questions regarding this review, please contact Ms. Gwendolyn John at 410.767.8412.
4. If the facility will operate a boiler or other fuel burning equipment including charbroiler, a permit to construct is required from the Maryland Department of the Environment (MDE). It is incumbent upon the owner to secure any permits. The Air Quality Program at MDE can be reached at 410.537.3230.

5. The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

Darryl Ivins – DPW Water & Sewer

New Series Required: Yes ☐ No ☒

If another series of this plan is submitted, then the Division of Water and Sewer would like an opportunity to comment on that series.

Water	X adequate	<input type="checkbox"/> inadequate
Sewer	X adequate	<input type="checkbox"/> inadequate

The following comments shall be included as conditions of Site Plan approval for the above-described project:

All of the provisions of deed 2520/0978 including the existing 20' wide access easement must be preserved when this site is redeveloped. The tank entrance drive is currently paved and must remain paved upon the completion of this project. Retaining walls or other above ground structures may not encumber the access easement.

There is an ESD control structure in the existing drainage and utility easement. The proposed structure must be designed to support an H2O load. This information must be provided directly to the Division of Water and Sewer for review and approval before a Commercial Service Application will be approved for this project.

The underground electric service must be relocated as part of this project. The Division of Water and Sewer must have an opportunity to review and approve the new location of the underground electric service to the County water tank to verify that it does not interfere with the future maintenance of the 16" water main which is adjacent to the property being developed. A Commercial Service Application for water and sewer service to the Express Care facility will not be approved until the Baltimore Gas and Electric Company (BGE) drawings for the new electric service location have been reviewed and approved by the Division of Water and Sewer. It is the Developer's responsibility to coordinate BGE's electric line relocation with his project as well as the Division of Water and Sewer.

When the relocated underground electric line drawings are created, place a note on the drawings for the contractor to contact the Harford County Division of Water and Sewer Operations Section at 410-638-3300 48 hours prior to turning off power to the water tank to coordinate the work with the County.

The existing bollards and chain on the tank entrance drive must be replaced at a mutually agreeable location when the site is redeveloped.

The Harford County property may not be used for storage during the construction of the Express Care facility.

The final design of the private portion of the sewer service must utilize the existing public sewer service that was constructed to serve this property when the public sewer main was built.

An agreement for a private utility easement must be prepared for the proposed sewer service which must obligate the owner to maintain the pipe at no cost to the County. The agreement must also give the County the right to terminate service if the pipe is not maintained within the limits of the County property. The agreement must be executed prior to the approval of a Commercial Service Application for the project.

Since the proposed first floor elevation of this building is greater than 482 feet, special care must be taken when designing the water service. The building must have pressure booster pumps to provide adequate water pressures for domestic and fire use within the building.

A valve must be placed on the water service at the property line. A reduced pressure zone type backflow preventer must be utilized for the proposed use. This type of backflow preventer is required to be located inside the building. The backflow preventer and the water meter must be placed in an area that is accessible to the County at all times. An Inside Meter Agreement must be executed between the property owner and the County. This agreement will be prepared by the County during the Commercial Application process. If the building is sprinklered, the Division of Water and Sewer will require a dedicated area for the water meter and backflow preventer.

The Commercial Service Application Number 19882 must be added to the title block of the site plan submitted with the Application for approval.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

Mike Rist – DPW Engineering

The following comments are offered by the Division of Highways & Stormwater Management on the subdivision plan submitted:

NEW SERIES REQUIRED – NO

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval. Comments must be addressed on subsequent stormwater plan submittals.
3. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
4. Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner(s).
5. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.

Comments will be forwarded to Planning & Zoning.

Sgt Kevin Taylor – Sheriff's Office

No comment.

Rich Zeller – State Highway Administration

On June 8, 2016 the SHA approved the Traffic Impact Study submitted for this development stating that widening must be provided along the south side property frontage on MD 24 to allow

**Development Advisory Committee
Minutes, July 20, 2016
Page 20 of 35**

for a 15' shoulder plus a 1' gutter pan. This widening will connect to the existing deceleration lane for the Kohl's site to the south. An Access Permit will be required for this widening and property frontage improvement on MD 24.

To initiate the plan review cycle toward the issuance of this Access Permit the design engineer must submit nine (9) sets of plans reflecting the widening and frontage improvements, 1 set of hydraulic computations, and a CD containing plans and all supporting documentation to District 4 Access Management, 320 West Warren Road, Hunt Valley, MD 21030 to the attention of Mr. Richard Zeller. Please utilize the SHA tracking number when making this submission.

All SHA Policies, Standards and Specifications must be followed when preparing the above plan submittal including but not limited to the following documents:

SHA Access Manual
SHA Business Standards and Specifications
SHA Bicycle Policy and Design Guidelines

The Access Management Plan Review Checklist must be utilized in drafting the SHA Improvement Plans. Please include a copy of the completed checklist when making this submittal. All of these documents along with additional guidance can be found on our web site at www.roads.maryland.gov under Business Center.

The SHA has no objection to site plan approval subject to the plans being revised to reflect the SHA widening and frontage improvements to be permitted for this development on MD 24.

If there are any questions, please contact Mr. Richard Zeller at 410-229-2332, or toll free (in Maryland only) at 1-866-998-0367 (x2332), or via email at rzeller@sha.state.md.us

Jennifer Wilson – Planner

NEW SERIES REQUIRED YES ☐ NO ☒

This plan supersedes series I, which was reviewed by DAC on May 18, 2016.

Prior to Preliminary Plan approval, the Landscape Plan must contain a protective measures statement signed by the developer and a cost estimate must be provided for the proposed landscaping.

Lighting shall be designed and controlled so that any light shall be shaded, shielded or directed so that the light intensity or brightness does not adversely affect the adjacent property.

All proposed signage shall conform to the Sign Code and permits shall be obtained from the Department of Planning and Zoning. No signage shall be placed within the SHA right-of-way.

Public Comments –

There were no public comments.

BELL GATE CENTER

Located on the south west corner of the intersection of Old Joppa Road and Baltimore Pike. Tax Map 55. Parcel 380. Third Election District. Council District B. Planner Jennifer.

Plan No.	S473-2016	Construct 8,400 sf daycare w/out-door play area & 9,000 sf/8,400 sf retail bldg. & 1-5 bay 2,925 sf car wash/4.567 acres/B3.
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Received	06-22-16	1215 Baltimore Pike, LLC/David G. Taylor & Associates LLC.
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David Taylor with David G. Taylor & Associates, LLC presented the plan:

Good Morning, I am Dave Taylor and I am here to present the site plan for 1215 Baltimore Pike. The property is on the corner of Old Joppa Road and Bel Air Road, US Route 1. This property is about 4 ½ acres. We have previously gone through DAC process for a site plan similar to this but this is somewhat revised. This plan proposes a 9,000 sq. ft. commercial retail building, a car wash, and another 8,400 sq. ft. retail building and an 8,400 sq. ft. daycare building. Stormwater management really hasn't changed from what we presented previously and had reviewed. We are using the same practices. Sewer is provided by Harford County and they have Maryland American Water. The entrance off of old Joppa Road is located where it was previously worked out with Harford County. There is adequate site distance in both directions. With that I open it up to your comments.

Robin Wales for Bill Snyder – Volunteer Fire and EMS

Each building with an automatic sprinkler system or a supervised, automatic fire detection system, shall have a Knox Box must be installed per NFPA 1, Part III, 3-6. They shall be keyed for the Bel Air Volunteer Fire Company: 410-638-4400.

Recommend the usage of non-combustible landscaping directly next to the buildings. Traditional, wooden-mulch increases likelihood of nuisance fires from outdoor smoking.

Each building should be addressed *separately* to Harford County Standards recommended by EOC.

HYDRANTS:

Northern most hydrant should be placed at intersection of Bel Air Road and Old Joppa Road.
Southern most hydrant should be moved directly across from Bel Air Road Entrance to Bell Gate Centre.

Robin Wales – Department of Emergency Services

Department of Emergency Services is requesting the proposed commercial retail building addressed #1203 & #1205 Bel Air Rd (Bus US 1), the proposed mix use retail building #1207 - #1215 Bel Air Rd (Bus US 1), & the proposed Daycare building #1221 Bel Air Rd (Bus US 1). These addresses will work if displayed properly, available, and approved by planning & zoning. The buildings must display 8" – 10" address numbers and letters or a size that can be clearly visible from Bel Air Rd (Bus US 1).

"Public safety wireless radio communications inside a building is essential to the safety of those occupying the structure as well as fire, law enforcement and emergency medical providers responding to a call for help. Buildings that are greater than 5,000 square feet, higher than 50 feet, contain underground storage or parking and are constructed of materials that impede wireless radio signals that may adversely affect the response of public safety providers. Please consider including wiring, electrical connections and other infrastructure that may be needed for an in-building 800 MHz amplifier. Department of Emergency Services will test coverage in your facility once construction is finished. Call 410-638-4900 for this assistance."

For the retail buildings, please label the rear doors with the business name & address numbers so correct access can be gained during an emergency and if not 24 hour operation, Emergency Services must have a list of 3 (three) emergency contacts for notification, response, and securing purposes.

Patrick Jones – Soil Conservation District

Concept SWM plans have been submitted and reviewed.

As per our phone conversation the DAC plans and the plans in my office do not match. An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase.

We recommend, as per the new 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control Manual that in a Tier II watershed additional level of controls may be needed and Tier II buffers are utilized for this site.

A NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Attached is information pertaining to the fee system for the review of sediment and erosion control plans. Please contact Bill Tharpe, 410-838-6181 x3, with question about this information. This fee will be collected prior to the review of the site development plan.

Len Walinski – Harford County Health Department

The Harford County Health Department has extended its approval for the above-referenced site plan. This plan proposes to construct a 8,400 sq. ft. daycare with an outdoor play area, 9000 sq. ft. and a 8,400 sq. ft. retail building and 1-5 bay 2,925 sq. ft. car wash. This site will be served by Harford County public sewer and Maryland American Water Company.

This office has the following comments regarding this proposal:

1. If a food service facility will operate at this location, then the Health Department must review and approve all food service and building plans prior to issuance of the building permit and a food service package must be completed. To request a food service facility review package, the owner of his agent should contact Mrs. Lisa Kalama at 410.877.2332. If the plan is recognized as a prototype plan, review will be required by the Department of Health and Mental Hygiene (DHMH), Division of Food Control. If there are any questions regarding this review, please contact Ms. Carolann Liszewski at 410.767.8401.
2. If the facility will operate a boiler or other fuel burning equipment including charbroiler, a permit to construct is required from the Maryland Department of the Environment (MDE). It is incumbent upon the owner to secure any permits. The Air Quality Program at MDE can be reached at 410.537.3230.
3. The owner/applicant must make application with the Maryland State Department of Education, Division of Early Childhood Development, Office of Child Care and provide documentation to the Harford County Health Department that this has been completed. The owner/applicant may contact Ms. Beth O'Connor at the Office of Child Care at 410.272.5358 for information regarding licensing requirements.
4. Permits from Maryland Department of the Environment (MDE) may be required depending on the services provided at the car wash.

Additional comments from this office will be provided at the time of the building permit or tenant/occupancy permit. It is the responsibility of the owner/operator to be aware of any regulatory requirements for the proposed use and for obtaining appropriate permits.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measured must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

Darryl Ivins – DPW Water & Sewer

New Series Required: Yes ☐- see comments No ☐

If another series of this plan is submitted, then the Division of Water and Sewer would like an opportunity to comment on that series.

Water	<input type="checkbox"/> adequate	<input type="checkbox"/> inadequate- see comments
Sewer	X adequate	<input type="checkbox"/> inadequate

Although this property is within the Maryland American Water Service Area, it is subject to the Adequate Public Facilities requirements for fire flow. The required fire flow for this project is 1500 gallons per minute for two hours during maximum day demand. The developer must verify that this condition can be met by having the necessary tests and calculations performed to the satisfaction of the County. The developer's engineer shall coordinate the necessary work with the Division of Water and Sewer. This work must be performed before the Division of Water and Sewer can recommend approval of the site plan.

After the above comments have been addressed to the satisfaction of the Division of Water and Sewer, the following comments shall be included as conditions of Site Plan approval:

A maximum of two sewer services will be allowed for this project. Reconfigure the sewer services accordingly on the plan submitted with the Commercial Application.

The proposed sewer service to the car wash as well as the realigned sewer main appear to conflict with the existing 16" sewage force main. Review the existing sewer construction drawings (Contract 6441 sheets 17, 18 and 36) and reconfigure the proposed sewer main as necessary. When the sewer is reconfigured, the Division of Water and Sewer requests that the new alignment be submitted to our office for review before the final construction drawings are prepared. The slope of the sewer must be considered when realigning the sewer.

The storm drain manhole near the northwest corner of the 9,000 sq. ft. retail building must be moved out of the easement for the force main.

In several locations the proposed storm drain may conflict with the existing force main or gravity sewer. Review the sewer construction drawings and adjust the storm drain layout to

accommodate the existing utilities. Check all proposed crossings of the existing gravity sewer and force main to ensure that adequate separation from the existing sewer mains can be achieved.

A portion of the retaining wall to the left of the entrance onto U.S. Route 1 must be removed from the existing drainage and utility easement.

Any unused sewer services must be abandoned at the main as part of the utility work for this project. Show the services and add the abandonment notes to the plan submitted with the Commercial Application.

The public cleanout for the existing sewer service shall be set at the edge of the existing drainage and utility easement. All sewer services shall have a public cleanout located at the edge of the drainage and utility easement.

The County recommends the use of a single water meter to serve all of the buildings within the development. The single water meter configuration will allow the fixture values for water to be shared among all of the tenants and buildings on the property.

A County owned water meter shall be installed on the water line from the underground storage tank to the car wash. This meter will be used in conjunction with the potable water meter to calculate the sewage generation and billing for the car wash.

This project is within the Maryland American Water Company (MAWC) service area and is proposed to be served by them. The Harford County public sewer design drawings may not be approved until the water design drawings are approved by the Maryland American Water Company and the approved water main design is added to the County sewer contract drawings.

A petition for County fire hydrant service on Maryland American Water Company water mains was submitted and adopted by the Harford County Council for this project; therefore the project is required to pay the fire hydrant rental charge assessed by the MAWC against the County. The Developer shall provide notice to all purchasers of property within the development of the annual fire hydrant rental charge from the County. The rental charge is subject to change upon approval by the Maryland Public Service Commission of an increase in the MAWC's hydrant rental charge.

A building permit may be approved after the following conditions have been met:

1. The MAWC has paid the capital water charges for the part of the project for which a permit is sought.
2. The requested number of Equivalent Dwelling Units (EDU's) is available from the MAWC at the time of building permit application.

The Water and Sewer Design Guidelines require fire hydrants to be installed no more than every 300 feet along the public right of way. Two additional hydrants will be required on the existing Maryland American Water Works main along Bel Air Road as shown on this plan.

The Commercial Service Application Number 8207 must be added to the title block of the utility site plan submitted with the Application for approval.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. Contact the Division of Water and Sewer, Administration and Permitting Section at 410-638-3300 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities. The Division of Water and Sewer must have an opportunity to review the landscaping plan before it is approved by the Department of Planning and Zoning, to verify that this condition has been met. Approval of the Commercial Application for this project will not be granted until the landscaping plan is acceptable to the Division of Water and Sewer.

Mike Rist – DPW Engineering

The following comments are offered by the Division of Highways & Stormwater Management on the subdivision plan submitted:

NEW SERIES REQUIRED – NO

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1.
3. A stormwater management concept plan has been submitted and approved. If the impervious area is increased substantially a revised concept plan may be required.

Development Advisory Committee
Minutes, July 20, 2016
Page 27 of 35

4. A breach analysis shall be completed for the existing upstream ponds to ensure the adequacy of the drainage system through the site.
5. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
6. Maintenance of the stormwater management facility (facilities) is (are) the responsibility of the lot owner(s).
7. The site entrance onto Old Joppa Road shall have adequate site distance for a 35 mph design speed and shall be field verified by the engineer prior to the issuance of a certificate of occupancy.
8. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.
9. Road plans for Old Joppa Road improvements will need to be approved and a Public Works Agreement will need to be executed prior to the issuance of building permits for the site.
10. The entrance width shall be 30' with 30' minimum curb radii.
11. Roadside drainage shall be addressed along Old Joppa Road by providing a closed storm drain system.
12. A 30' right-of-way dedication is required along Old Joppa Road if the property is to be platted.
13. A traffic impact analysis was submitted for the following intersections:
 - US 1 @ MD 24 Ramps
 - US 1 @ MD 147/Business US 1
 - US 1 @ MD 152
 - US 1 @ Connolly Road/Whitaker Mill Road
 - Business US 1 @ MD 24
 - Business US 1 @ Tollgate Road
 - Business US 1 @ Old Joppa Road/Proposed Site Access
 - MD 152 @ Old Joppa Road
 - MD 147 @ Connolly Road
 - Old Joppa Road @ Whitaker Mill Road
 - Tollgate Road @ Ring Factory Road

**Development Advisory Committee
Minutes, July 20, 2016
Page 28 of 35**

- Tollgate Road @ Boulton Street

Comments are being forwarded to Planning & Zoning.

Sgt Kevin Taylor – Sheriff's Office

No Comment.

Rich Zeller – State Highway Administration

The SHA is currently reviewing an updated Traffic Impact Study (TIS) prepared for this development. When comments become available they will be forwarded to all interested parties. If there are not required changes to the plan as a result of the TIS review, the SHA comment letter dated July 29, 2015 to Mr. David G. Taylor will remain valid and must be addressed in order for SHA to continue the review of this development toward the issuance of an access permit.

If there are any questions, please contact Mr. Richard Zeller at 410.229.2332, or toll free (in Maryland only) at 1.866.998.0367 (x2332), or via email at rzeller@sha.state.md.us.

Jennifer Wilson – Planner

NEW SERIES REQUIRED YES ☐ NO ☒

Plan S13-098-5 was previously approved to construct two (2) retail buildings, a carwash and fast-food restaurant on this site. That approval has since expired.

A Revised Forest Conservation Plan has been submitted and approved.

The Landscape & Lighting Plan cannot be approved as submitted. Additional foundation plantings are required. An updated cost estimate must be submitted.

A photometric plan must also be submitted for review.

Moe Davenport – Are there any additional comments from DAC Member.

Robin Wales – In reference to the day care building; Please advise if the facility will have Closed Circuit Television (CCTV) Cameras. If so, please comment on Emergency Service's ability to access the camera feeds or provide a point of contact to comment on this matter.

Public Comments –

Ellen Pons – I live at 315 Old Joppa Road. I have a question regarding the Department of Transportation on that road. We are talking about 35 mph sight requirements for entrance and exits off of Old Joppa. I don't see how it can be obtained due to the angle and coming over the hill to the exit. Is the entrance to the Bell Gate on Old Joppa that is being proposed in alignment with the doctor's office.

Mike Rist – It looks like it is right across the street from the entrance that I believe is going into the doctors.

Ellen Pons – Is that true Mr. Taylor?

David Taylor – Yes, that is the doctor's office entrance.

Ellen Pons – So it is in line, it is that low on the property.

David Taylor – No, it's. I'm not sure what you believe is low.

Ellen Pons – Well your road shows that it is below the doctor's entrance in the gray area pictured on the left is the doctor's entrance.

David Taylor – Yes, it is more or less across from it.

Ellen Pons – Ok

David Taylor – More or less the same elevation.

Ellen Pons – Is that a sidewalk pictured?

David Taylor – On old Joppa?

Ellen Pons – yes

David Taylor – No, it is not.

Ellen Pons – I have real concerns. I live on that road. I know that the corner was developed years ago and I know that the billboards went in to prevent people coming out. The initial commercial application on that property; they never wanted to come out on Old Joppa because that a dangerous corner. Now, we are going to change the nature of that commercial corner, that has always been there and adequately served by Route 1 and we are going to let them go left out of that where coming over the hill there is no site distance. I think at 35 mph with a 2 lane road you

need more than 650'. That is what I saw this morning in my research and I don't see how it is going to happen. But, I don't believe there should be a left hand access out of that development onto Old Joppa. The other question I have is about the Maryland American test that has to happen to have to meet the APF, Adequate Public Facilities. So that test; I understand that the Maryland American Water Company is building a reserve for 100 day supply. Does that have to be built before this can be built; because to me, this is new customers coming on lines that are already stressed?

Darryl Ivins – Actually, I do not know how Maryland American Water system is set up exactly right now. That is a private water system. It is not the County's water system. In order to comply we have written rules and regulations under the Division of Water & Sewer for fire flow and capacity. They need to comply with whatever regulations there are. One way of doing it is the fire flow test and doing other studies of the Maryland American Water system. That would entail working with the Maryland American Water company to get that information. Harford County does not have that information available. At this time, I don't know whether they would have to build that reservoir or not.

Ellen Pons - Well I'm guessing the test could not happen until they have hydrants and walls and drains and buildings up. Is that right? I mean, how do you do it?

Darryl Ivins – Which types of walls and buildings?

Ellen Pons – You can ask them to do a...

Moe Davenport – Fire flow test

Ellen Pons – Yes, a fire flow test

Darryl Ivins – There is a hydrant right across the street near Bob Bell Chevrolet. They can do a hydrant test there.

Ellen Pons – Ok

Darryl Ivins - That is one of the places they can do a hydrant test to determine how much water is available. They would have to do that in conjunction with Maryland American Water not with Harford County.

Ellen Pons – Another question I have. When was the Traffic Study done? Do you know what date the traffic study was done?

Rich Zeller – I'm thinking, it was obviously dated June.

**Development Advisory Committee
Minutes, July 20, 2016
Page 31 of 35**

Ellen Pons – Ok.

Rich Zeller – It could possibly be May or June.

Moe Davenport – Is that an updated study right there?

Rich Zeller – This is the response to the updated study. This is the response to the County's comments.

Moe Davenport – Right

Ellen Pons – Is the traffic study collected over a period of 6 days, a week, a month? How do they?

Rich Zeller – I don't actually do the review of the traffic study and I think the traffic engineer could answer that question.

Ellen Pons – My concern is that the data would probably be taken at a time when, say if it was just this month. Schools are out.

Rich Zeller – I believe the requirement...

Moe Davenport – The APF regulations have stiff stipulations at the time the study dates have to occur. During school, when school is in session, weekday studies. It cannot be done close to a holiday and such days. Like snow days.

Ellen Pons – That was another concern. Old Joppa Road, that hill is notorious that you don't go up it or down it in the snow. That is going to affect safety in the exit that I have severe concerns about. I also wondered, will the day care facility have school busses coming in. I know that is the case at Stonewall. I'm guessing as an engineer they figure that out.

Moe Davenport – They would also need to get permits from the State Education Department agencies that run the buses in Maryland.

Len Walinski - Yes, the Maryland State Department of Education, Division of Early Childhood Development, Office of Child Care.

Moe Davenport – Yes, they have stipulations they have to provide to the State in order to get that certification.

Ellen Pons – And, there are no sidewalks in that construction?

Moe Davenport – They are showing sidewalks along Bel Air Road but not Old Joppa.

Ellen Pons – Is there a crossing at Rt 1 and Old Joppa? I know that right now the big development that went in there is not, I guess I'm thankful crossing Route 1.

Moe Davenport – Rich...

Rich Zeller – I don't believe there is a crossing. There is a signal at the Soma property and the apartment buildings. I'm not sure if a crossing was included in that or not.

Ellen Pons – How does the speed limit change on Route 1, in that, how is it affected? I know that right now the speed limit is legally 45 mph in that corridor. The growth that is coming, and has already happened just during the development of the "Park at Winters Run" there have already been several accidents at that new intersection and I think the speed in that area may need to be adjusted.

Rich Zeller – That will be adjusted at the District Highways office. They will address that situation. They deal with the access. We work along with traffic but, it is their decision regarding the speed. They go out and do studies, they do speed studies to determine what the prevailing speed is along the area. That is worked out by the Assistant District Engineer for Traffic.

Ellen Pons – Thank you.

Mike Pons – My name is Mike Pons, I live at Country Life Farm. In the proposed plan are the businesses going to be open 24/7? Is there anything going to be open 24 hours a day in the shopping center; Car wash or other buildings?

Moe Davenport – There is no zoning requirement for that. They do not indicate that on the plans. I imagine it is speculative. Can you speak on that at this point? Obviously, the day care will have day time operations but, the car wash looks like they are open bays so I imagine that you would need one staff person there to operate that. I assume he could operate it 24 hours. The others look like a typical strip shopping center with restaurants that you would find up and down Bel Air Road.

Mike Pons – When this shopping center was originally proposed I saw a billboard without consent that read "Country Life Center" and at the time we did not have our good name trademarked. We do now but, I thought that was a disingenuous way of trading on our good name and then trying to sell property to commercial tenants without compensation. And, also I thought it was a black eye for us and I thought that was an unfair practice. I just want to make that publically known that I did not appreciate that.

But, we live in a community and are concerned about the development that Mike Euler is talking about at Bell Gate. There is commercial property further down Route 1 that, I heard all kinds of

thing that might go in there and when you think of the quality of life of the folks that live there, traffic, fire, emergency services, just getting in and out. I worry for my family and my neighbors. I don't know if our concerns are really factored in this whole equation. I just feel like it is a multiple split screen type of development that just is like we are in a ring and all we do is take the punches. I appreciate the DAC Committee, and we had other hearings but I just felt like we were being steam rolled during the whole process. And, speaking for a lot of folks that cannot be here on a work day in the morning it's a hard bit to swallow. We are a little disappointed but, such as life in Harford County in 2016.

Josh Pons – My name is Josh Pons and I live at Country Life Farm. In fairness to Mike Euler, he came to the farm and he apologized for putting the Country Life sign up and we subsequently trademarked it. I'd like to go on record that any business concern that goes into this proposed shopping center understand that Country Life Farm own its name and we will fight anyone that might want to open the Country Life Café or the Country Life Carwash or whatever else trades on our name. But, I will say this for Mike Euler, he manned up and said he would change it to Bell Gate so we are appreciative of that.

The concerns that I have are traffic because there is a city going in across the street from Country Life. You guys have seen that. It's a virtual city. And, the traffic studies haven't been done with those 7 or 8, five story buildings pouring out into Old Joppa. I know 200 kids a day are going to be dropped off pretty much at the same time the parents are going to work or schools, pretty much being picked up at the same time, on what is a dangerous hill. I mean we have lived on Old Joppa since 1933 and we don't go down or come up Old Joppa in the snow. We go out to Whitaker Mill. You add a few wet cars coming out of the car wash, still dripping and you see what happens where it is flat out here in front of the Hardees a couple of blocks away. I mean there is this parade of horrors that come with such intense development in such a tiny area.

We are farmers in a non-farming environment. That is where our grandfather chose to buy in 1933. The good news is its valuable land. The bad news is it's getting harder to horse farm on it. I just want some awareness of the oldest living people on Old Joppa Road. And, as Mike said we do represent people who can't get here today. Surely our concerns are their concerns. There have been a number of things proposed here and this is an improvement off of many of them but you all just have to be aware of the impact that it is having on the dug in established people of Old Joppa Road.

Tim Miller – I live on Stonewall Lane right behind the property. I do want to say that I share Ellen, Mike and Josh's concerns about the development. I do have a specific question. It was mentioned that the landscaping plan needs to be re-submitted. Was there a concern about the current landscaping?

Moe Davenport – The code requires foundation plantings for the building and we have asked that they revise the plan to provide more foundation plantings.

Tim Miller – What is required behind the development. There are neighborhoods and homes back there.

Moe Davenport – There is nothing, because it is zoned B3. We have requirements for parking areas and buffer yards for different zoning categories. Since the property adjacent is zoned B3 from B3 to B3 there is not a buffer yard required. There is a hedge row there but it is on the adjacent property.

Tim Miller – Is the entire perimeter B3?

Moe Davenport – Yes. We have a copy of the landscape plan and you can take a look at that. It will also be available online too under our Track-It system and you can take a look of that as well. There may be landscaping but technically required it is not in B3.

Tim Miller - So I get it, technically it is not required. But, from an owner that is right behind there and pretty much adjacent, I request that even if it not required that there be some consideration to put some borders and trees or something there to create a buffer. The daycare is going to be right on the corner of my property and it is fine but it would be nice that a lot of the trees not be torn down and if they do that they replace them.

Ellen Pons – I have one question. This is going back to the DAC meeting I attended for the Park at Winters Run. Could this change in height at any time without a review? The buildings?

Moe Davenport – Right now they are showing a 1 or 1 ½ story commercial retail buildings. If they change the square footage they would have to come back. But, the height requirements would be a 3 story so, to answer your question if there would be significant change to the square footage of the building they would have to come back to DAC. In reference to the height specifically, if they add a higher roof on it they would not come back to DAC.

Ellen Pons – The Park at Winter Run DAC meeting that I sat through went from four buildings to five and I don't know how that happened? So, I'm just asking from a standpoint of dealings in the past.

Moe Davenport – It would be intensity as far as number of units as far as the apartment and not the amount of building. That generates the trips, it generates the change not necessarily the height of the units themselves. And, the traffic study has been updated. It is available. The counts were originally not accepted to us so they had to redo the study with the new counts. So, that study should be available.

Ellen Pons – So how do they figure in the additional traffic that is crossing the street? How do they do that?

Development Advisory Committee
Minutes, July 20, 2016
Page 35 of 35

Moe Davenport – I mean Mike those counts are projected since they are approved. So, they have to account for them in the study.

Mike Rist – There is manual that's historically where they have analyzed apartments like that to determine how many traffic trips are generated for each unit and that is included in the traffic study for this site.

Moe Davenport – Once a project is approved the trip generation is added to the study. Are there any, additional comments or questions on this plan?

Thank you for your attendance. This concludes our meeting.

Meeting adjourned at 10:10 am.